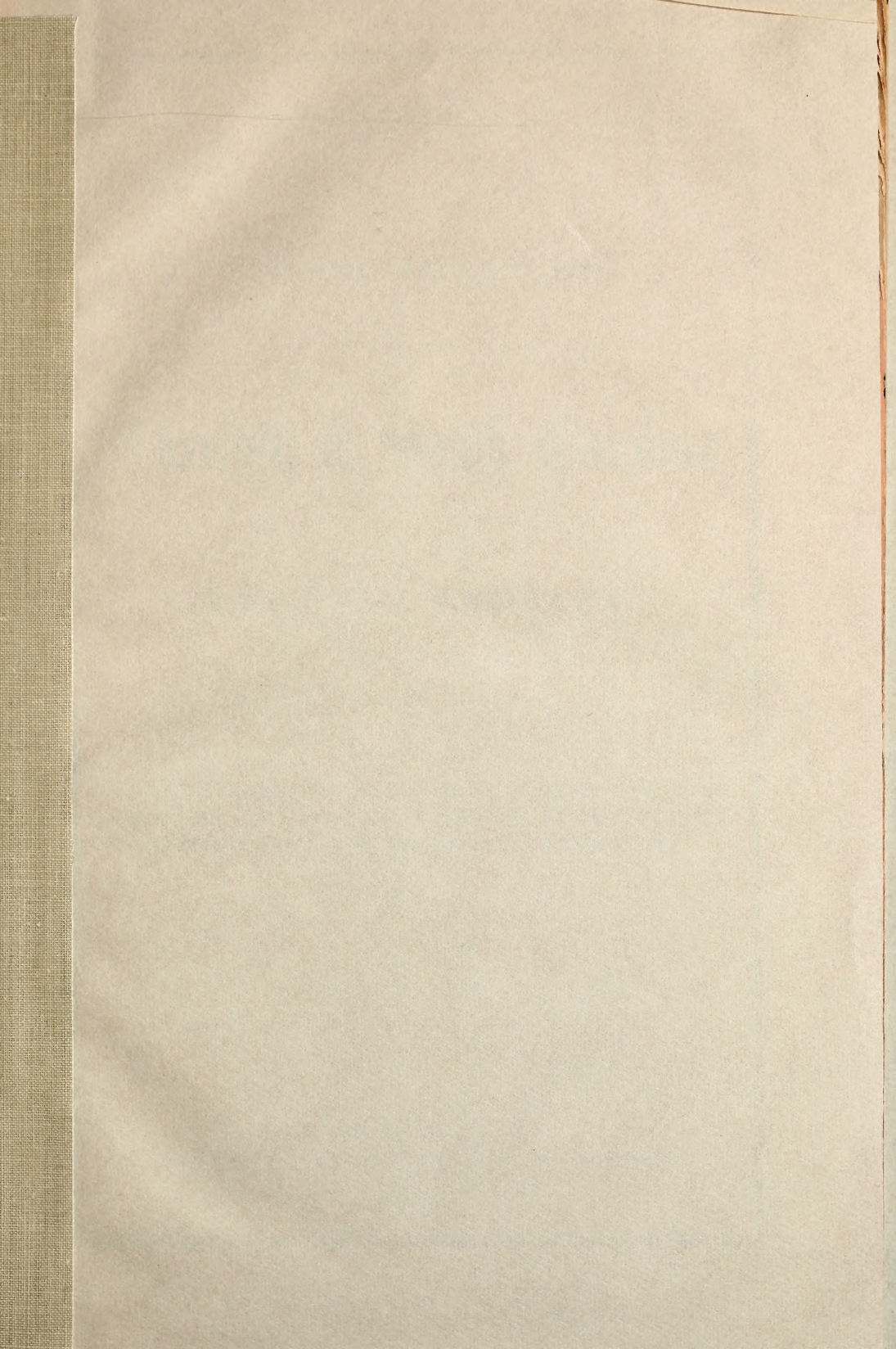


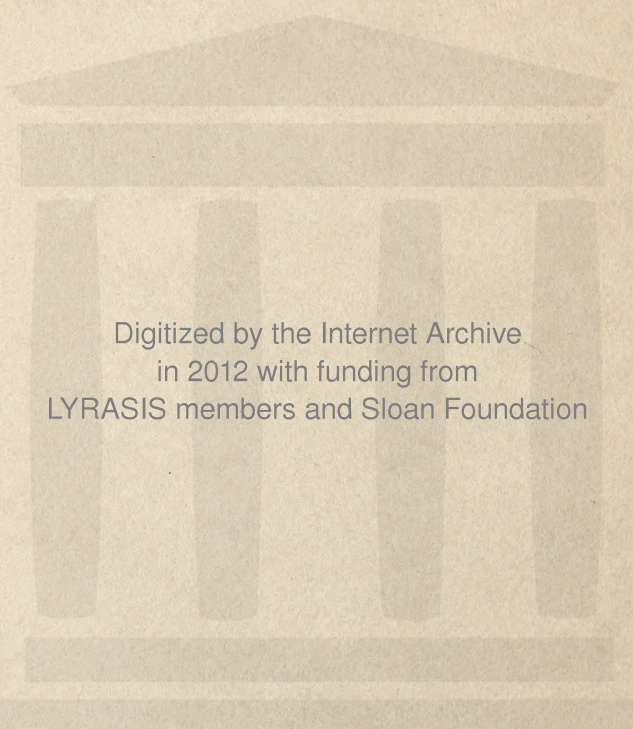
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PROCEEDINGS OF THE STOCKHOLDERS AT
THEIR ANNUAL MEETING
1857

By

Charlotte and South Carolina Railroad Company





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PROCEEDINGS

OF THE

STOCKHOLDERS

OF THE

Charlotte & South Carolina

RAILROAD COMPANY

AT THEIR

NINTH ANNUAL MEETING AT COLUMBIA, S. C., ON THE FOURTH OF
FEBRUARY, 1857; AND ALSO, THE ANNUAL REPORTS OF THE
PRESIDENT, TREASURER, AND GENERAL SUPERINTENDENT.

COLUMBIA, S. C.:
STEAM-POWER PRESS OF R. W. GIBBES.

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PROCEEDINGS.

COLUMBIA, S. C., February 4, 1857.

At 11 o'clock, A. M., on motion of Samuel McAliley, Esq., Col. E. G. Palmer was called to the chair.

On motion of Gen. J. A. Young, C. Bouknight, and W. A. Owens were requested to act as Secretaries.

On motion of W. R. Robertson, Esq., it was

Resolved, That a Committee of five be appointed to verify proxies, and report the amount of stock represented in the meeting.

The Committee appointed consisted of the following gentlemen, viz: Messrs. H. Lyons, A. Douglass, Dr. Thomas W. Moore, J. L. Moore and Gen. W. H. Neal.

On motion, the President read his Annual Report.

On motion of W. R. Robertson, Esq., the reading of the Reports of the Treasurer and Superintendent were dispensed with.

On motion of W. R. Robertson, Esq., it was

Resolved, That a Committee of five be appointed to whom the Reports of the President, Treasurer and Superintendent be referred to examine and report thereon.

The following gentlemen were appointed, viz: Messrs. E. J. Arthur, *Chairman*, J. Y. Mills, Wm. Harris, J. H. Boatwright and Col. T. J. Grier.

On motion of Gen. J. A. Young, any officers and stockholders of neighboring Roads who may be present were invited to take seats in the Convention.

On motion of A. C. Steele, it was

Resolved, That a Committee of nine be appointed to nominate Directors to serve for the ensuing year.

The following gentlemen were appointed, viz: Messrs. A. C. Steele, Col. Wm. M. Grier, R. A. Springs, J. S. Wilson, A. V. Brown, A. Douglass, Jas. McCrorie, Andrew Wallace and Andrew Crawford.

A. C. Steele, from the Committee who were appointed at the last Annual Meeting to examine the Treasurer's accounts, submitted the following

REPORT :

The Committee appointed at your last Annual Meeting to examine the accounts of your Treasurer, submit the following Report :

That they have examined all the vouchers of the Treasurer for the year ending 31st of December, 1856, and find them properly receipted and the amounts expended to correspond with the statements as published in his report ; and also with the entries on the books of the Company ; that they find in his possession the stock and bonds as stated in his report. Respectfully submitted,

A. C. STEELE,
HENRY LYONS,
S. S. McCULLY,
Committee.

On motion of J. Caldwell, the foregoing report was adopted.

On motion of W. R. Robertson, Esq., the "Resolution referring to the eligibility of officers" was read by the President.

The Chairman of the Committee (H. Lyons) on proxies reported a majority of the stockholders as represented in person or by proxy.

On motion of J. Caldwell, the convention took a recess until 3 o'clock.

3 o'clock, P. M.

Convention convened according to adjournment.

Hon. E. J. Arthur from the Committee appointed to examine the Reports of President, Treasurer and Superintendent, made the following

REPORT :

The Committee to whom were referred the Report of the President of the Charlotte and South Carolina Railroad Company, with the accompanying Reports of the Superintendent and Treasurer, having considered the same, submit the following Report :

As the Reports committed to our charge contain no special recommendations to the Stockholders, and present but few matters requiring the action of this Convention, your Committee deem it unnecessary to say more than that they have given the same as close an examination as the brief time allowed them would permit, and are gratified to state, that they have found them exceedingly accurate, clear, and intelligible, and

that the expositions therein made of the present condition and future prospects of the Company are highly satisfactory and gratifying.

The action of the President and Directors in relation to the purchase and laying down of the T rail, under the resolution passed at a meeting of the Stockholders two years ago, and modified at your last annual meeting, meets the approval of your Committee, as also does that of the President in relation to the purchase of slaves for the use of the Company. Both are matters which we think may safely be entrusted to the discretion of the President and Directors, who will act as circumstances may dictate.

There are also recommendations contained in the Report of the Superintendent which meet our approval, and deserve consideration; but as they all seem proper for the action of the Directors, and do not appear to require any special consideration on the part of this Convention, your Committee have deemed it unnecessary to do more than recommend to the especial attention of the Board that portion of the Superintendent's Report which suggests the erection of a suitable passenger shed at the junction of our road with the South Carolina Railroad. The proper attention to the comfort and convenience of travellers will doubtless turn much of the travelling community in the direction of our road, and as the outlay will be but small, we have no doubt that the recommendation is judicious, and will meet the approval of the Board.

The causes of the diminution of the receipts for freight during the past year, as compared with the preceding year, are too well known and obvious to require any comment from your Committee; but it is scarcely to be anticipated that they can be of frequent recurrence. The anticipations of the President in this particular we consider well founded, and confidently anticipate that the business of the road for the ensuing year will demonstrate their correctness.

The opening of the connection between Raleigh and Charlotte, by means of the North Carolina Central Railroad, whilst it has no doubt increased the through travel on our road, has not as yet entirely realized our expectations of profit from that source. The completion of that road has opened a communication for trade and travel in another direction, which formerly found their outlet only over ours. Notwithstanding this unfavorable result, we find there has been a steady increase of receipts from passengers; and it may confidently be hoped that when a proper schedule can be arranged with the North Carolina Railroad, so as to avoid the present detention, the most sanguine anticipations of a very great increase of travel on our road will be realized.

The extraordinary exemption from casualties on the road during the

past year demands a passing notice at our hands. Taking into consideration the condition of the road at the beginning of the year, and the many difficulties our officers have had to encounter during that time, it bespeaks for them our highest encomiums and warmest praise. Safety to life and property entrusted to the care of our Company, as carriers, should be a primary consideration in the management of the road. No road can be successful or prosperous where these considerations are neglected, or made subordinate to the question of profit to the Stockholders. They are enforced not only by the considerations of humanity, but also by those of a wise and judicious policy.

The gratifying fact that no passenger on our road for the past year has sustained the slightest personal injury, and that during that time but little property has been lost or destroyed, furnishes ample evidence that our officers in charge of the road have been duly impressed with the correctness of the principle above expressed, and speaks volumes in praise of their good judgment, skill, and vigilance.

Indeed your Committee feel that as to the entire management of the road since our last annual meeting they can safely challenge a comparison with that of any other road in the United States without fear of the result; and they cannot close this necessarily hurried and imperfect report without paying a merited tribute to the efficiency, skill, and vigilance of your present excellent corps of officers.

When all have discharged their duties so well, it may seem invidious to make any distinction; but, without intending to do so, your Committee think that the great length of time during which one of your officers has faithfully served you, will justify a more special allusion to him—we refer to your present excellent and efficient Treasurer, Mr. C. Bouknight. His ability, energy, and zeal as an officer, and his urbanity and gentlemanly deportment as a man, together with the length of his service in the employment of the Company, justify, as your Committee think, this special notice, and claim our warmest praise and admiration. We congratulate the Company in having secured the services of so excellent an officer and so amiable a man.

E. J. ARTHUR, *Chairman.*

On motion of Hon. D. M. Barringer, the foregoing Report was adopted.

Mr. H. Lyons, from the Committee to Verify Proxies, made the following report:

LIST OF STOCK REPRESENTED IN PERSON AT THE ANNUAL MEETING,
HELD AT COLUMBIA, ON THE 4TH DAY OF FEBRUARY, 1857.

John H. Boatwright,	24 Shares.
A. C. Steele,	125
J. A. Young,	15
W. M. Graham,	15
J. A. McCrory,	20
R. A. Springs,	28
W. S. Harris,	6
E. J. Arthur,	2
J. W. Potts,	15
T. J. Greer,	33
Z. A. Greer,	196
A. Douglass,	15
A. B. Springs,	20
E. J. Palmer,	55
Wm. Glaze,	10
W. R. Robertson,	40
R. L. Bryan,	5
Theo. S. DuBose,	60
Do. as Administrator,	70
A. B. Davidson,	209
W. H. Neal,	26
H. C. Brawley,	33
Henry Lyons,	74
T. W. Moore,	3
J. S. Wilson,	9
A. B. Brown,	10
Leroy Springs,	192
J. C. Lyons,	55
A. Crawford,	40
A. Wallace,	20
Dr. E. H. Fisher,	10
Samuel McAliley,	50
N. Wilkinson,	2
M. A. Edwards,	2
A. R. Taylor,	55
J. Y. Mills,	54
O. Z. Bates,	5

Carried forward,.....1603

Brought forward,.....	1603 Shares.
John Caldwell,.....	163
Sam'l McCully,.....	1
C. T. Alexander,.....	15
J. L. Moore,.....	5
T. M. Chisolm,.....	3
Wm. Knox,.....	10
N. Colvin,.....	12
P. M. Brown,.....	40
E. Avery,.....	10
A. E. Hutchison,.....	11
Andrew Springs,.....	26
H. F. Broach,.....	4
Robert Bryce,.....	10
G. W. Broach,.....	3
R. J. Adams,.....	2
E. C. Wallace,.....	6
Ira Parks,.....	3
W. Boyce,.....	2
John Massey,.....	11
J. J. Price,.....	2
Sam'l Bryce,.....	15
Col. Barringer,.....	5
J. N. McNah,.....	34
B. Knox,.....	4
A. C. Squier,.....	7
O. P. McCullough,.....	1
C. S. McCullough,.....	1
G. C. Gill,.....	1
W. W. Neely,.....	1
George Reid,.....	1
C. Caldwell,.....	29
W. Caldwell,.....	22
W. Brice,.....	11
Robert White,.....	3
J. F. Bigham,.....	7
J. P. Ross,.....	1
John Rigler,.....	3
D. McCulloch, (self and trustee,).....	23
Sam'l Mobley,.....	50

Whole amount of stock represented in person,.....2161

LIST OF STOCK REPRESENTED BY PROXY.

J. Caldwell, for S. C. Railroad,	200
Do. " J. Frazer & Co.,	221
Do. " J. F. Green,	46
Do. " Prest. McCoy,	52
Do. " C. T. Scaife,	20
Palmetto Lodge, by W. S. Wood,	10
J. H. Boatwright, for estate of J. S. Boatwright,	15
A. C. Steele, for various persons,	612
for W. A. Owens,	22
W. M. Graham, for various persons,	24
J. A. McCrory, for various persons,	866
W. S. Harris, " " "	27
E. J. Arthur, for City of Columbia,	1000
Do. " M. Toland,	20
J. M. Potts, for J. L. Greer,	4
S. McCully, for J. F. Marshall,	100
Do. " J. B. Frye,	1
T. J. Greer, for L. Alexander,	4
Z. A. Greer, for various persons,	40
A. Douglass, " " "	60
A. B. Springs, for trustee,	30
Henry Lyons, for R. A. Yongue,	30
Do. " J. S. Preston,	20
Do. " J. Fisher,	22
J. S. Wilson, for various persons,	641
Leroy Springs, for " "	75
J. C. Lyons, for B. Reilly,	51
A. Crawford, for trustee,	50
N. Wilkinson, for various persons,	3
E. G. Palmer, for S. DuBose,	10
A. R. Taylor, for various persons,	16
M. Knox, by Wm. Knox,	10
Wm. Knox, for Administrator J. Bradford,	2
P. M. Brown, for various persons,	44
A. E. Hutchison, for various persons,	32
T. M. Alexander, for Edward Alexander,	2
Whole amount of stock represented by proxy,	6425
" " " " in person,	2161
Total,	8586

Mr. A. C. Steele, from the Committee to nominate Directors, made the following majority report :

For North Carolina.—Messrs. Wm. Johnson, A. B. Davidson, J. H. White, J. A. Young.

For York.—A. B. Springs.

For Chester.—Samuel McAliley, H. C. Brawley.

For Fairfield.—W. R. Robertson, T. S. DuBose.

For Richland.—Henry Lyons, A. R. Taylor.

For Charleston.—John Caldwell.

Col. Wm. M. Grier, from the Committee to nominate Directors, made the following minority report :

For North Carolina.—Wm. Johnson, A. B. Davidson, Gen. W. H. Neal, J. A. Young.

For York.—A. B. Springs.

For Chester.—Samuel McAliley, H. C. Brawley.

For Fairfield.—W. R. Robertson, T. S. DuBose.

For Richland.—Henry Lyons, A. R. Taylor.

For Charleston.—John Caldwell.

Hon. D. M. Barringer moved that the reports be laid on the table, and the Convention proceed to the election of Directors, which was carried.

On motion of W. R. Robertson, the Committee on Proxies was requested to act as managers of the election for Directors.

On motion of W. R. Robertson, Esq., it was

Resolved, That the meeting of the Stockholders should be held on Wednesday after the first Monday in February, at 10 o'clock A. M.

On motion of same gentleman, the Convention took a recess until 7 o'clock.

—
7 O'CLOCK, P. M.

Convention met according to adjournment.

Mr. H. Lyons, from the Committee of Managers of Election, made the following

REPORT :

The Committee appointed to count the votes for Directors of the Charlotte and South Carolina Railroad, held at an election this, the 4th, day of February, in Columbia, beg leave to report that the following persons, viz :

Wm. Johnson,
A. B. Davidson,
W. R. Robertson,
J. A. Young,
A. B. Springs,
S. McAliley,

H. C. Brawley,
T. S. DuBose,
Henry Lyons,
A. R. Taylor,
John Caldwell,

received each four thousand four hundred and ninety-seven (4,497) votes, and J. H. White twenty-four hundred and ninety-seven (2,497) votes. The above named gentlemen having received a majority, we hereby report them as duly elected.

Respectfully submitted,

HENRY LYONS, *Chairman.*

On motion of A. C. Steele, the report was adopted.

On motion of J. A. Young, a committee of five was appointed to examine the accounts of the Treasurer for the ensuing year, to consist of Robert Bryce, J. H. Boatwright, W. A. Owens, J. S. Wilson, George R. Hunter.

Col. Wm. Grier submitted the following :

Resolved, That hereafter the annual meetings of the Stockholders be held alternately at Charlotte and Columbia, the next meeting to be held at Charlotte, which resolution was debated by Col. Grier and McIlwee in favor, and W. R. Robertson and A. B. Springs against it.

On motion of A. B. Springs the resolution was laid on the table.

Col. B. J. Grier brought up a motion to rescind the resolution in the reports of the last annual meeting referring to the place of holding the convention. Lost.

On motion of R. B. Boyleston, Esq., it was

Resolved, That the Directors be requested to provide, as far as practicable, for the comfort and convenience of passengers at Chester and Winnsboro'.

On motion of W. R. Robertson, Esq., it was

Resolved, That five hundred copies of the proceedings of this Convention be published for distribution among the Stockholders.

On motion of Mr. Wood, it was

Resolved, That all Stockholders and their families, attending the annual meetings, be allowed to pass to and from said meetings over this road free of charge.

On motion of Mr. Harris, it was

Resolved, That the acknowledgments are due, and are hereby tendered, to the President of this Convention, for the courteous, able, and dignified manner in which he has presided over its deliberations; also that the thanks of the Convention be tendered to the Secretaries for the efficient manner in which they have discharged their duties.

On motion of Gen. J. A. Young, the Convention adjourned *sine die*.

E. G. PALMER, *Chairman*.

C. BOUKNIGHT, WM. A. OWENS, *Secretaries*.

ANNUAL REPORTS.

PRESIDENT'S REPORT.

To the Stockholders of the C. & S. C. R. R. Co. :

GENTLEMEN : Your President and Directors have the honor to submit the following Report of the operations of the road for the last twelve months, ending December 31, 1856.

The earnings from freights have been,.....	\$174,458 05
Amount received from passengers,.....	65,726 11
Amount received from mail,.....	11,700 00
Amount received from other sources,	4,157 47

Making total income, \$256,041 63

From which deduct expenditures as follows :

Maintenance of way,	\$71,401 71
Motive power,.....	26,426 42
Conducting Transportation,.....	33,285 71
Loss and Damage,	2,445 31
Construction and maintenance of cars,.....	9,483 48
Machine shops,.....	15,059 60
Making,	158,105 23

Which taken from income leaves balance of..... \$97,936 40
From which fund the interest on the Bonds of the Company has been paid ; a dividend of 3 per cent. declared on the capital stock, and fifteen thousand seven hundred and ninety-six dollars and ninety-two cents applied to Construction—leaving a surplus in the treasury of twenty thousand and thirty-nine dollars and forty-eight cents, which added to the balance of last year of sixteen thousand five hundred and forty-one dollars and eighty-two cents ; gives a surplus of thirty-six thousand five hundred and eighty-one dollars and thirty cents still in the Treasury.

Had not the amount required for Construction, been applied as stated, a dividend of six per cent. could have been paid out of the net earnings of the year—notwithstanding the extraordinary expenditures which had to be incurred in the Maintenance of Way. Experience has proved that it is cheaper to keep the bed and track of a railroad in a safe and sound condition, than otherwise. This is necessary, to save

machinery and motive power, ensure dispatch and safety, acquire public confidence and patronage—essential elements in the success of all corporations, and especially so, in regard to railroad companies. The Stockholders are aware of the condition of these at the beginning of the year, and of the recommendation of our late President, that a more liberal expenditure in this department would be true economy. This expenditure has, in a great degree, been met, and the general condition of the road much improved, with as fair economy as its urgency would justify in labor and materials.

The natural decay of the timbers and wasting of the embankments, have, in a great degree, been restored. A train with a competent force, has been employed nearly all year, in ditching the cuts and widening the fills. Twenty-three miles of new track have been re-laid; including three miles of T rail, and a large proportion of timbers in the balance of the old track renewed, from two miles above Winnsboro' to the Catawba river; to accomplish which, in addition to the force necessary to replace the timbers, required an engine and train the greater portion of the year to transport the materials.

During the year, \$35,000 have been expended, in the purchase of timber, in the repairs and renewal of the road. Hence the cause of the increased expenses in this branch of the service. During the next year, not exceeding \$15,000 will be required, to purchase all the lumber and timber needed for the road—\$18,000, annually, expended for this purpose, will renew the entire track, every five years. Thus showing an extraordinary expenditure of \$17,000 incurred in the "Maintenance of Way," independent of the cost of the transportation of the materials and their application to the purposes of the road.

In all other branches of the service, the expenses have been materially diminished, except in the car department. This is owing to the fact, that a majority of the cars on hand, had experienced considerable service, and required repairs, and to the further fact that seven new platform cars, each of which, heretofore, cost \$525, have been built at the Company's shops, and seven of the old Hacher cars, entirely renewed in the wood work. To this department, a new shop has been added with its machinery; two planers and a circular-saw, at a cost of \$2,291, and experience has demonstrated that it will be the policy of the company hereafter to construct all freight and baggage cars required for its business.

The stockholders will perceive, that while the receipts from passengers have increased over \$5,000, there has been a decrease in the receipts from freights—making the aggregate difference between the present

and last year's income from these sources about \$33,000. This was doubtless anticipated by the stockholders when they considered the general depressed condition of the country for the past year—its short crops of cotton and grain and the further fact, that over \$20,000 of the receipts of the last year were derived from the transportation of iron lumber and other materials, for the construction of the North Carolina Railroad. 14,419 bales of cotton, less than last year, have been carried over the road, causing a loss in freight of \$12,000 from this article alone.

The same causes, to some extent, will probably continue to affect the receipts for the next six months; but with an average crop the approaching year, and the increasing developments of the resources of the country tributary to the road, the opinion is confidently expressed, that its income from both freight and passengers will continue to increase. Our machinery and cars had sustained much damage from the condition of the road and the severity of last winter; and while the freight cars will require considerable repairs to supply deterioration and wear, with the skill and energy of the master machinist, our locomotives are generally in good order, and all ready for service—a majority of them having undergone thorough repairs and only one having been thrown from the track during the year. Our trains, both passenger and freight, with the skill and prudence of the enginers, have run with regularity, and comparative freedom from casualties, not a single passenger of the 34,611 transported over the road during the year, having received the slightest injury, since your last annual meeting.

By the President's report of last year the stockholders were advised that the surplus stock of iron on hand had been exhausted, and that the purchase of more would be required. Under a resolution passed by the stockholders two years since and modified at the last annual meeting, your Board of Directors, authorized the purchase of 800 tons of T rails. The purchase was made through Messrs. Jno. Fraser & Co. at \$62 21 cents per ton for Welsh iron delivered in Charleston. This has been paid for out of the earnings of the road and will be reimbursed to the Treasury, when it is deemed necessary, by a sale of the Bonds of the Company, after a disposition of the old rails on hand and those yet to be taken up. Three miles of the T rail have been laid between Rock Hill and the Catawba river and it is deemed expedient to lay the most of this iron, on that portion of the road. The chunk rail taken from this portion of the road will be sufficient for repairs of the balance of the track for two years or more; thus rendering the company during that period, independent of the iron market.

According to a resolution passed at the last annual meeting, your Directors in the month of December, authorized the purchase of slaves for the use of the Company. Under this authority, but one has been purchased, as will appear by reference to the Construction account, appended to the Treasurer's report. It is not deemed expedient to purchase many at present prices, yet it is believed they can occasionally be bought, at prices which will be remunerating to the company.

The trestle at Winnsboro' has been filled, as also those at Columbia and Stark's completed. Your Superintendent made a contract for these works by the cubic yard, the company furnishing an engine and train of cars. The expense of this train and that of several other items, as will appear by his report, amounting to several thousand dollars, were legitimately chargeable to construction but have been placed to the general expense account.

With these works completed—your road bed and track, in comparatively a sound condition—your engines in good order—the operations of the company can be conducted during the next year, with ordinary casualties, at much less expense. While seven miles of the T rail on hand, are to be laid in the spring, and that portion of the road about Blackstock's repaired, as well as that portion from the Catawba river to Charlotte, it is believed—supposing the income of the road to remain the same—that the amount of this years expenses can be reduced \$30,000, and ordinary contingencies provided for; which amount, taken from the general expense account of this year, as stated, gives \$128,105 23, as the legitimate and ordinary current expenses of the year, less than fifty-one per cent. on the income.

Accompanying this are the Reports of the Superintendent and Treasurer; the one giving a more detailed statement of the operations of the year and the material condition of the road; the other showing the cost of the Road and Equipments, the Treasurer's account current, with table of expenditures and the usual exhibits and statistics, to all of which the attention of the stockholders is invited. It is due to these officers to state that their energy and fidelity to the interests of the company have been untiring—to the agents and employees generally, that they have discharged their respective duties with fidelity; and to the section masters that they have labored with industry and energy in their department.

Respectfully submitted,

WM. JOHNSTON, *President.*

TREASURER'S REPORT.

A.—*Cost of Road and Equipment, as stated in former reports, to which is added amounts expended this year, including purchase of 800 Tons T Rail.*

	AMOUNT PAID 1856.	AMOUNT PREVIOUSLY.	TOTAL COST TO JAN. 1, 1857.
Graduation, Masonry, &c.,.....		492,153 21	492,153 21
Superstructure,.....		221,249 93	221,249 93
Bridges,.....	1,547 16	110,967 28	112,514 44
Cars and Engines,.....	4,242 56	235,857 84	240,100 40
Office Expenses and Printing,.....		4,608 71	4,608 71
Engineering,.....		47,583 70	47,583 70
Real Estate and Land Damages,.....	336 00	48,675 96	49,011 96
Depot Buildings and Water Stations,...	1,098 46	60,678 03	61,776 49
Salaries,.....		18,734 62	18,734 62
Interest,.....		13,748 09	13,748 09
Contingencies,.....		1,971 07	1,971 07
Spikes and Chairs,.....		21,419 65	21,419 65
Repairs,.....		1,315 50	1,315 50
Machine Shops,.....	1,991 15	16,798 97	18,790 12
Filling Trestles,.....	5,581 59	35,757 49	41,339 08
Engine Houses,.....		18,241 35	18,241 35
Iron,.....	50,457 08	355,334 46	405,791 54
Negro Hire,.....		13,949 89	13,949 89
Negro property,.....	1,000 00		1,000 00
	\$66,254 00	1,719,045 75	1,785,299 75

A.—List of Payments on Construction Account during year 1856.

DATES.	TO WHOM PAID.	ON WHAT ACCOUNT.	AMOUNT.	TOTAL AMT.
1856.				
Jan'y.	Scofield & Butler,.....	Cars,	1,375 00	1,686 20
	David Renno,.....	Bridges,	311 20	
Feb'y.	Wm. E. White,.....	Real Estate,.....	200 00	714 30
	Waring & Johnson,.....	Depots,	79 30	
	Pat. Flaharty,.....	Trestles,	35 00	
	Scofield & Butler,.....	Cars,.....	400 00	
Mar.	Pat. Flynn's Case,.....	Filling Trestles,.....	368 17	744 38
	Sidney Redding,.....	Depots,	42 00	
	Moore & Byerly,.....	Bridges,	194 46	
	Scofield & Butler,.....	Cars,	23 00	
	Jas. Rudesill,.....	Depots,	116 75	
April.	N. C. R. R. Company,.....	Depots,	811 54	1,182 56
	David Renno,.....	B idges,.....	322 15	
	S. Redding,.....	Depots,	48 87	
May	Scofield & Butler,.....	Cars,	2,200 00	2,997 28
	Pat. Flaharty,.....	Trestles,	70 00	
	Jno. Ryan,.....	Real Estate,	136 00	
	David Renno,.....	Bridges,	346 72	
	Jas. Jeffers & Sons,.....	Cars,	244 56	
June.	David Renno,.....	Bridges,	372 63	372 63
July.	Forrester & Beck,.....	Machine Shops,.....	1,265 50	2,106 38
	Geo. S. Shields,.....	Machine Shops,.....	564 38	
	Pat. Flaharty,.....	Trestles,	276 50	
Aug.	Pat. Flaharty,.....	Trestles,	500 00	661 27
	Hopson & Sutphen,.....	Machine Shops,.....	75 00	
	Jno. Reilly,.....	Machine Shops,	85 94	
Sept.	Pat. Flaharty,.....	Trestles,.....	1,115 00	1,515 00
	Pat. Flaharty,.....	Trestles,.....	400 00	
Oct.	L. Huntington,	Trestles,.....	350 00	350 00
Nov'r.	Pat. Flaharty,.....	Trestles,.....	1,000 00	1,000 00
Dec'r.	Pat. Flaharty,.....	Trestles,.....	1,466 92	1,466 92
	Jno. Fraser & Co.,.....	Heavy Iron,.....		14,796 92
	Negro property,.....	Titus,		50,457 08
				1,000 00
				\$65,254 00

B.—C. Bouknight, Treasurer, in account with the Charlotte and South Carolina Railroad Company for 1856.

Dr.		Cr.
Balance from last year.....	\$75,389 82	
Freight earnings.....	174,875 58	
Passenger receipts.....	65,726 11	
Mail transportation.....	11,700 00	252,301 69
OTHER SOURCES.		
R. B. Boylston, Stock.....	125 30	
Interest on S. C. State Bonds, ...	25 00	
Scofield & Butler's shop accounts,	469 09	
T. J. Sumner, old iron.....	120 00	
Interest on deposits.....	906 05	
Iron, to W. and M. Railroad.....	1,442 96	
Sales, damaged cotton, &c.,	174 16	
Sales, old castings.....	794 91	
W. W. Vannes' rent.....	100 00	
Bills payable.....		4,157 47
		4,000 00
Maintainance of Way.....		71,401 71
Motive Power.....		26,429 42
Conducting transportation.....		33,285 71
Loss and damage.....		2,445 31
Maintainance Cars.....		9,483 48
Machine shops.....		15,059 60
DIVIDENDS.		
Number 1.....	75 00	
" 2.....	97 50	
" 3.....	760 50	
" 4.....	33,131 50	
Interest on Bonds.....		34,064 50
		27,061 41
CONSTRUCTION ACCOUNTS.		
Cars.....		4,242 56
Bridges.....		1,547 16
Machine Shops.....		1,991 15
Filling Trestles.....		5,581 59
Depots.....		1,098 46
Land.....		336 00
Negro property,—Titus.....		
Heavy Iron.....		
Stock in N. C. Railroad Company,		
Balance on W.'s Bond.....		491 53
Spring's and Kennedy.....		417 53
Overcharges, &c.....		
Post Office Department.....		3,987 50
Other Roads for Tickets.....		230 91
Due by Agents.....		
Cash in Treasury.....		
		5,127 47
		18,492 46
		20,543 91
		\$385,848 98

C.—Table of Expenditures, and Payments, giving the Monthly Expenditures of the Company, showing their application, and the amounts, in detail, in each Department of its operations.

DATE.	MAINTAINANCE OF WAY.						CONDUCTING TRANSPORTION.				
	Timber, Spikes, &c.	Laborers' Wages and Negro Hire.	Provisions and Clothes.	Tools.	Bridges, Culverts, Trestles, and Station Houses.	Crank and Repair Cars.	Totals.	Agents, Clerks, Conductors, and Watchmen.	Train and Depot Hands.	Provisions and Clothes for Hands.	Loss and Damage.
1856.											
January,.....	3,025 02	1,423 47	121 35	.....	195 56	20 78	4,786 18	1,260 15	205 33	209 20	207 98
February,.....	4,508 72	1,217 45	609 21	.....	26 50	.....	6,361 88	1,180 69	337 64	333 80	89 56
March,.....	3,107 28	2,035 09	374 15	308 12	927 88	.....	6,752 52	3,831 36	288 43	213 59	330 22
April,.....	5,515 45	2,913 80	921 32	32 07	10 12	.....	9,392 76	962 35	768 48	115 09	122 66
May,.....	3,611 65	1,567 17	.....	.....	369 52	27 84	5,376 18	679 70	253 82	432 85	58 99
June,.....	6,286 81	3,552 48	781 08	110 00	339 03	25 20	11,094 60	3,619 36	889 49	287 51	127 89
July,.....	5,151 23	1,522 36	.....	192 79	187 89	21 50	7,075 77	824 27	464 00	236 12	28 00
August,.....	485 11	1,605 55	306 85	.....	120 12	.....	2,517 63	661 03	461 74	271 05	.....
September,.....	98 31	1,484 52	526 93	6 00	452 82	.....	2,568 58	3,694 86	132 91	6 50	.....
October,.....	2,448 63	3,096 08	200 87	.....	341 04	.....	6,086 62	704 44	699 66	215 82	1,396 83
November,.....	280 77	1,473 52	646 02	.....	130 15	.....	2,530 46	818 06	321 92	88 95	40 26
December,.....	801 15	4,956 95	531 89	75 19	162 79	130 56	6,658 53	4,119 36	1,967 03	425 20	42 92
	35,320 13	26,849 44	5,019 67	724 17	3,262 42	225 88	71,401 71	22,255 63	6,790 45	2,835 68	2,445 31

C.—Continued.

DATE.	MOTIVE POWER.			MAINTENANCE OF CARS.									
	Stationary and Printing.	Stock Killed by Trains.	Totals.	Engineers and Firemen.	Wood for Locomotives.	Oil, Tallow and Waste for Engines.	Water Stations and Bridges.	Provisions for Hands.	Incidentals.	Totals.	Repairs of Cars.	Oil, and Packing for Cars.	Totals.
1856.													
January,.....	52 78	71 40	2,006 84	1,084 70	1,175 40	102 06	190 00	.....	21 25	2,573 41	353 38	48 38	401 76
February,.....	55 18	.....	1,996 87	1,113 10	868 07	419 32	129 77	42 97	532 22	3,105 45	435 07	400 84	835 91
March,.....	193 56	.....	4,857 16	1,255 69	1,733 46	.....	206 16	225 43	56 26	3,476 40	956 23	.....	956 23
April,.....	322 48	.....	2,291 06	1,183 57	538 50	304 74	110 00	.....	4 50	2,141 31	423 66	554 75	978 41
May,.....	.....	.....	1,425 36	1,242 75	417 10	99 88	110 00	.....	.....	1,869 73	2,080 24	90 06	2,170 24
June,.....	.....	5 00	4,929 25	1,018 27	428 53	27 64	135 17	188 30	132 42	1,930 33	525 86	.....	525 86
July,.....	18 55	.....	1,570 96	1,003 76	80 60	7 00	230 54	.....	.....	1,321 90	704 59	.....	704 59
August,.....	41 50	.....	1,435 32	826 90	30 00	.....	171 30	.....	.....	1,028 20	342 41	56 22	398 63
September,.....	43 88	.....	3,878 15	990 67	75 40	36 00	80 00	.....	.....	1,182 07	295 97	37 25	333 22
October,.....	.....	.....	3,016 75	1,043 36	1,016 72	411 19	160 74	.....	204 57	2,836 58	838 01	279 00	1,117 01
November,.....	155 14	10 00	1,434 83	1,051 10	995 99	28 75	90 00	80 38	.....	2,246 22	214 50	.....	214 50
December,.....	370 52	63 96	6,888 99	1,151 91	857 39	25 30	490 00	123 22	70 00	2,717 82	775 06	72 06	847 12
	1,253 64	150 86	35,731 02	12,965 18	8,217 16	1,461 88	2,103 68	660 30	1,021 22	26,429 42	7,944 98	1,538 50	9,483 48

C.—Continued.

DATE.	MACHINE SHOPS.					Totals.	Aggregates.	Dividends.	Interest on Bonds.	Construction Accounts.	Total.	Grand Total.
	Wages of Men.	Cost of Material, & Coal.	Oil and Wood.	Tools, &c.								
1856.												
January,.....	746 15	.....	53 75	23 00	822 90	10,541 09	16,323 50	.....	1,557 50	1,686 20	19,567 20	30,158 29
February,.....	668 02	238 65	187 20	.....	1,093 87	13,393 98	10,858 00	.....	10,605 00	714 30	22,177 30	35,371 28
March,.....	642 27	143 25	.....	.....	785 52	16,327 83	5,488 00	.....	735 00	744 38	6,967 38	23,795 21
April,.....	673 03	478 00	50 00	.....	1,201 03	16,004 57	460 00	.....	52 50	1,182 56	1,695 06	17,699 63
May,.....	725 04	1,148 70	.....	.....	1,873 74	12,915 25	222 00	.....	297 50	2,997 28	3,516 78	16,432 03
June,.....	765 24	60 42	.....	88 82	914 48	19,394 52	159 00	.....	.....	372 63	531 63	19,926 15
July,.....	925 26	1,106 34	.....	.....	2,031 60	12,704 80	.....	.....	13,043 91	2,106 38	15,150 29	27,855 09
August,.....	892 95	.....	121 37	130 57	1,144 89	6,524 67	.....	.....	.....	661 27	661 27	7,185 94
September,.....	727 35	13 62	.....	.....	174 97	8,702 99	.....	.....	210 00	1,515 00	1,725 00	10,427 99
October,.....	761 90	575 30	68 50	24 50	430 20	14,487 16	391 00	.....	437 50	31,017 15	31,845 65	46,332 81
November,.....	631 54	217 34	.....	.....	848 88	7,274 39	163 00	.....	122 50	19,500 00	19,785 50	27,059 89
December,.....	914 47	1,152 93	104 12	.....	2,171 52	19,283 98	.....	.....	.....	3,756 85	3,756 85	23,040 83
	9,173 22	5,134 55	584 94	266 89	15,059 60	158,105 23	34,064 40	.....	27,061 41	86,254 00	127,379 91	285,485 14

C. BOUKNIGHT, Treasurer.

D.—Statement showing the Monthly Receipts of the Charlotte and South Carolina Railroad, from Freights, Passengers, and Mails, the amounts of Up and Down Freights, proportions due other Roads, the number of Passengers each way, amounts received from them, and total sums.

1856.	FREIGHT.					MAIL.		PASSENGERS.					GRAND TOTAL.
	UP.	DOWN.	TOTAL.	DUE		AMOU'T.	UP.		DOWN.		TOTAL.		
				OTHERS.	NET.		PAS'SERS	AMOUNT.	PAS'SERS	AMOUNT.			
Jan.,...	8,800 21	6,565 80	15,366 01	4,411 39	10,954 62	975	1,338	2,275 11	1,436	2,462 50	2,769	4,737 61	16,667 23
Feb.,...	8,443 09	16,616 73	25,059 82	5,556 08	19,503 74	975	1,259	2,278 81	1,246	2,357 16	2,505	4,635 97	25,114 71
March,	17,045 97	10,288 59	27,334 56	8,785 69	18,548 87	975	1,325	2,415 43	1,438	2,614 02	2,763	5,029 45	24,553 32
April,	18,668 14	9,942 01	28,610 15	9,616 68	18,993 47	975	1,437	2,677 18	1,407	2,463 65	2,844	5,140 83	25,109 30
May...	13,892 52	7,296 28	21,188 80	7,456 54	13,722 26	975	1,371	2,867 05	1,307	2,340 59	2,678	5,207 64	19,904 90
June...	8,967 25	3,997 21	12,964 46	4,475 35	8,489 11	975	1,231	2,428 34	1,238	2,315 72	2,469	4,744 06	14,208 17
July...	10,726 43	5,418 80	16,145 23	6,925 51	9,219 72	975	1,650	3,307 49	1,366	2,305 40	3,016	5,612 89	15,807 61
Aug.,...	6,959 25	7,455 17	14,414 42	5,012 68	9,401 74	975	1,509	3,177 75	1,054	2,045 81	2,563	5,153 56	15,530 30
Sept.,...	15,327 65	8,640 96	23,968 61	11,205 67	12,762 94	975	1,278	2,323 24	1,428	3,061 90	2,706	5,385 14	19,123 08
Oct.,...	20,595 05	12,137 99	32,733 04	10,987 48	21,745 56	975	1,702	2,701 63	1,259	2,952 15	2,961	5,653 78	28,374 34
Nov.,...	14,664 96	8,796 84	23,461 80	9,009 37	14,552 43	975	1,461	2,801 68	1,332	4,037 33	3,393	6,839 01	22,266 44
Dec.,...	12,171 76	11,072 12	23,243 88	6,162 76	17,081 12	975	1,819	3,437 30	2,125	4,148 87	3,944	7,586 17	25,642 29
	156,262 28	108,228 50	264,490 78	89,615 20	174,875 58	11,700	17,375	32,621 01	17,236	33,105 10	34,611	65,726 11	252,301 69

C. BOUKNIGHT, Treasurer.

E.—Schedule of Freights received at each Agency of the Company in each month of the year, including proportions due other Companies.

1856.	JUNCTION.	COLUMBIA.	RIDGEWAY.	WINNSBORO.	BLACKSTOCKS.	CHESTER.	ROCK HILL.	FORT MILLS.	CHARLOTTE.	PREPAID AT CO-LUMBIA. PER PASS. TRAINS.	DUE OTHERS.
January,.....	4,037 31	2,528 49	202 81	909 76	215 13	2,221 62	255 85	78 03	4,856 58	60 43	4,411 39
February,.....	11,942 03	4,674 70	230 53	872 67	184 08	3,330 78	215 94	94 88	3,462 56	51 65	5,556 08
March,.....	7,060 53	3,228 06	345 57	1,538 04	752 49	6,527 63	482 36	105 25	7,238 73	55 90	8,785 69
April,.....	6,940 34	3,001 67	381 40	1,329 49	284 28	5,722 64	807 96	256 31	9,820 71	65 35	9,616 68
May,.....	3,487 78	3,808 50	281 58	952 96	126 19	5,060 65	215 02	106 10	6,954 92	195 10	7,466 54
June,.....	2,378 44	1,618 77	261 39	585 69	93 28	3,836 09	86 41	72 62	3,944 72	87 05	4,475 35
July,.....	3,392 12	2,026 68	182 34	661 50	104 51	2,324 21	286 39	114 01	6,927 92	125 75	6,925 51
August,.....	5,172 80	2,282 37	233 38	582 31	138 54	2,597 58	252 46	44 94	3,046 59	63 45	5,012 68
September,.....	5,975 59	2,665 37	158 59	1,659 45	478 15	4,419 11	415 64	119 18	8,031 23	46 50	11,205 67
October,.....	8,923 02	3,214 97	173 66	1,643 62	412 21	7,273 99	517 35	191 68	10,302 74	79 80	10,987 48
November,.....	6,595 26	2,201 58	328 34	1,408 09	171 41	6,028 69	716 19	114 87	5,837 82	59 55	9,009 37
December,.....	9,003 19	2,068 93	179 53	974 81	109 19	3,358 31	120 95	151 72	7,173 90	103 35	6,162 76
	74,908 41	33,320 09	2,958 92	13,118 39	3,069 26	52,701 30	4,372 52	1,449 59	77,598 42	993 88	89,615 20

F.—Statement showing the Sources of the Passenger Receipts for 1856, at the various Stations and Amounts returned by Conductors.

	COLUMBIA.		RIDGEWAY		BLACKST'K.		CHESTER.		R. HILL		F.T. MILLS		CHARLOTTE.		CONDUCTORS.		TOTAL.	
	No. Passengers.	Amount.	No. Passengers.	Amount.	No. Passengers.	Amount.	No. Passengers.	Amount.	No. Passengers.	Amount.	No. Passengers.	Amount.	No. Passengers.	Amount.	No. Passengers.	Amount.	No. Passengers.	Amount.
1856.																		
January,...	643	1,634 34	17	17 35	9	18 60	168	345 99	5	14 25	5	16 20	279	903 29	1,643	1,787 59	2,767	4,737 61
February,...	604	1,606 81	11	11 00	6	12 50	150	342 57	4	16 25	8	31 85	308	1,027 44	1,414	1,587 55	2,505	4,635 97
March,.....	623	1,705 08	22	22 05	8	6 00	161	330 10	1	3 25	2	4 25	326	1,193 52	1,625	1,765 20	2,763	5,029 45
April,	727	1,995 90	8	8 30	1	2 00	136	303 59	3	6 45	3	6 45	341	1,138 52	1,628	1,686 07	2,844	5,140 83
May,.....	736	2,184 05	10	10 55	5	10 25	194	406 12	4	16 25	1	1 95	343	1,031 93	1,385	1,546 54	2,678	5,207 64
June,.....	656	1,888 47	6	6 20	7	14 45	173	413 02	4	4 90	376	4 40	306	1,187 40	1,247	1,229 62	2,469	4,744 06
July,.....	911	2,543 20	6	6 20	7	15 80	184	411 44	2	2 50	3	12 10	306	927 14	1,597	1,694 51	3,016	5,612 89
August,....	793	2,354 55	12	12 05	2	4 60	148	297 61	4	1 85	4	2 60	326	1,033 37	1,278	1,448 78	2,563	5,153 56
September,	612	1,626 12	21	21 90	4	8 25	77	159 17	1	1 85	2	1 30	573	1,856 65	1,416	1,709 90	2,706	5,385 14
October,...	694	1,664 03	19	8 90	5	11 60	105	241 94	4	14 30	485	14 30	485	1,807 44	1,549	1,905 57	2,961	5,653 78
November,...	733	1,947 82	3	3 45	11	21 40	316	762 20	5	17 87	8	12 15	559	1,924 18	1,758	2,149 94	3,393	6,839 01
December,.	843	2,406 76	6	5 70	20	32 60	306	716 34	2	2 00	5	17 20	383	1,865 64	2,179	2,539 93	3,944	7,586 17
	8575	23,557 13	141	133 65	80	158 05	2118	4,730 09	24	74 22	40	25 125	4805	15,896 52	18,819	21,051 20	34,611	65,726 11

G.—Transportation account of Flour, Corn, Grain and Tobacco.

	BARRELS FLOUR.	BAGS FLOUR.	BUSHELS CORN.	BUSHELS GRAIN.	BOXES TOBACCO.
From Charlotte to Junction,	10,431	19,592	771	14,200	16,328
Columbia,	3,937	10,491	39,774	12,099	4,913
	14,368	30,083	40,545	26,299	21,241
From Fort Mills to Junction,	1	61	320	1,273	
Columbia,		758	10,639	743	8
	1	819	10,959	2,016	8
From Rock Hill to Junction,	1	48		1,121	8
Columbia,		55	98	268	3
	1	103	98	1,389	11
From Chester to Junction,	271	501		4,646	26
Columbia,	500	1,617	148	319	25
	771	2,118	148	4,965	51
From Blackstock to Junction,	4	13		19	1
Columbia,		88	9	19	
	4	101	9	38	1
From Winnsboro' to Junction,	1	8		4	10
Columbia,	2				17
	3	8		4	27
From Ridgeway to Junction,		2		10	4
Columbia,					8
		2		10	12
Total,	15,148	32,234	51,759	34,719	21,351

H.—*Transportation of Cotton over the Charlotte and South Carolina Railroad from Jan. 1, 1856, to Jan. 1, 1857.*

TO COLUMBIA.

WHERE FROM.	JAN'ARY	FEB'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST	SEPT.	OCTOB'ER	NOV.	DEC.	TOTAL.
Charlotte,	118	338	233	135	656					125	38		1,643
Fort Mills and Morrows, ..	118	645	156	90	115					65	90	78	1,357
Rock Hill,		303	10	50	79	56			26	143	91		758
Chester and Cornwall's, ...	54	236	12	57			6	34	5	70	51		525
Blackstock's and Yongue's	340	546	63	129	155	20	17	48	70	426	207	159	2,180
Adger's and White Oak, ...	16			164					13	8	13		214
Winnsboro',	210	301	70		141		27	9	132	152	167	83	1,292
Ridgway and Simpson's, ...	216	190	86	78	48	12				364	131	275	1,400
	1,072	2,559	630	703	1,194	88	50	91	246	1,353	788	595	9,369

No. Bales of Hay from Charlotte, 1,458; No. Bales of Fodder from Charlotte, 35; Total, 1,493.

J. M. POWELL, Agent.

TO JUNCTION.

	JAN'ARY	FEB'RY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST	SEPT.	OCTOB'ER	NOV.	DEC.	TOTAL.
Charlotte,	121	2,082	1,529	1,547	499		3		7	833	488	1,090	8,199
Morrow's,	139	139	25	114	70							56	543
Fort Mills,	12	281	192	58	79	31	31	25		24	18	90	841
Rock Hill,	401	768	113	117	36	1	2	50	132	314	184	452	2,570
Chester,	950	6,110	2,191	2,573	859	273	275	49	1,089	4,021	2,393	3,319	24,102
Blackstock's,	96	130	23	37						77	32	102	497
Adger's,	13								14	49	8		84
Winnsboro',	670	1,405	545	257	23	4		30	515	1,753	594	647	6,440
Simpson's,		14											14
Yongue's,				38	9		45						30
Ridgway,	142	240	264						233	647	307	391	2,316
	2,544	11,169	4,882	4,741	1,575	309	356	154	1,990	7,718	4,024	6,174	45,636

1855. Bales of Cotton to Junction, 60,527; Columbia, 8,897; Total, 69,424.
 1856. " " " 45,636; " " " 55,005. } Decrease, 14,419.

I.—*List of Officers and Employees in the service of the Charlotte and South Carolina Railroad Company, with the Salary or Wages allowed each, December 31, 1856.*

TRANSPORTATION DEPARTMENT.

NAMES.	OCCUPATION.	AMOUNT.	REMARKS.
Wm. Johnston,.....	President,	3000 00	Per annum.
T. J. Sumner,.....	Engineer and Superin't.	1500 00	Per annum.
C. Bouknight,.....	Secretary & Treasurer,..	1600 00	Per annum.
S. H. Bailey,	Clerk to above,.....	58 33	Per month.
G. M. Calhoun,.....	Agent at Junction,.....	58 33	Per month.
Walter Scott,.....	Clerk " "	50 00	Per month.
5 Hands,.....	" "	12 50	Per month and found.
Joint Watchman,.....	" "	1 00	Per day, S.C. R.R. pays [h'f.
J. M. Powell,.....	Agent at Columbia,.....	66 66	Per month.
2 Hands,.....	" "	12 50	Per month and found.
1 Watchman,	" "	1 25	Per day.
A. K. Craig,	Agent at Ridgeway,.....	300 00	Per annum.
1 Hand,.....	" "	12 50	Per month and found.
M. Hall,.....	Agent at Winnsboro',....	600 00	Per annum.
2 Hands,.....	" "	12 50	Per month and found.
John P. Lathan,.....	Agent at Blackstocks,...	300 00	Per annum.
1 Hand,.....	" "	12 50	Per month and found.
J. W. Walker,.....	Agent at Chester,.....	800 00	Per annum.
W. T. Bobison,.....	Book-keeper at Chester,	58 33	Per month.
P. Murray,.....	Clerk at Chester,.....	40 00	Per month.
Watchman,.....	" "	25 00	Per month.
5 Hands,.....	" "	12 50	Per month and found.
W. P. Broach,.....	Agent, Rock Hill,.....	250 00	Per annum.
1 Hand,.....	" "	12 50	Per month.
B. F. Powell,.....	Agent at Fort Mills,.....	250 00	Per annum.
1 Hand,.....	" " "	12 50	Per month and found.
A. H. Martin,	Agent at Charlotte,.....	800 00	Per annum.
A. Graham,.....	Book-keeper, Charlotte,	58 33	Per month.
J. A. Sadler,....	Clerk at " "	50 00	Per month.
Watchman,	" "	25 00	Per month.
6 Hands,.....	" "	12 50	Per month and found.
2 Passenger.....	Conductors,	60 00	Per month.
1 Freight.....	" "	50 00	Per month.
4 Train.....	Hands,	17 00	Per month & h'f found.
6 Train.....	" "	15 00	Per month and found.
Billy Fair,.....	Messenger,	18 00	Per month.

CARS DEPARTMENT.

1 Carpenter,.....	On Repairs,.....	2 00	Per day.
1 Carpenter,.....	" "	1 75	Per day.
1 Carpenter,.....	" "	1 50	Per day.
4 Carpenters,.....	Slaves,.....	20 00	Per month and found.
1 Packer,.....	" "	1 54	Per day.
1 Painter,.....	" "	1 25	Per day.

MOTIVE POWER AND MACHINERY DEPARTMENTS.

James Anderson,.....	Master,.....	100 00	Per month.
2 Engineers,.....		100 00	Per month.
2 Engineers,.....		85 00	Per month.
1 Engineer,.....		65 00	Per month.
2 Engineers,.....		45 00	Per month.
1 Engineer,.....		35 00	Per month.
6 Firemen,.....		25 00	Per month.
4 Firemen,.....		20 00	Per month.
6 Firemen,.....		15 00	Per month and found.
2 Black,.....	Pump Minders,.....	12 50	Per month and found.
4 White,.....	“ “	20 00	Per month.
2 Machinists,.....		2 50	Per day.
1 Machinists,.....		2 00	Per day.
3 Apprentices,.....		20 00	Per month.
1 Apprentice,.....		15 00	Per month.
1 Boiler Maker,.....		2 50	Per day.
1 Blacksmith,.....		2 75	Per day.
1 Blacksmith,.....		250 00	Per annum and board.
1 Blacksmith,.....	Striker,	20 00	Per month and found.
1 Stationary.....	Engineer,.....	12 50	Per month and found.

WAY DEPARTMENT.

G. B. Wing,.....	Supervisor,.....	70 00	Per month.
John Rhodes,.....	Foreman, Track-layers,.	85 00	Per month and found.
20 Hands,.....	“	12 50	Per month and found.
J. Roseboro',.....	Conductor timber trains,	50 00	Per month.
15 Hands,.....	“	12 50	Per month and found.
Sec. 1, Jno. Jellico,...	Foreman, Track-raisers,	32 50	Per month.
4 Hands,.....	Blacks, “	12 50	Per month and found.
Sec. 2, M. Ryan,.....	Foreman, “	32 50	Per month.
6 White,.....	Hands, “	1 00	Per day.
Sec. 3, Hogan,.....	Foreman, “	32 50	Per month.
7 White,.....	Hands, “	1 00	Per day.
Sec. 4, J. Macken,...	Foreman, “	32 50	Per month.
7 Black,.....	Hands, “	12 50	Per month and found.
Sec. 5, J. Fleming,...	Foreman, “	32 50	Per month.
5 Black,.....	Hands, “	12 50	Per month and found.
Sec. 6, J. Ivey,.....	Foreman, “	32 50	Per month.
5 Black,.....	Hands, “	12 50	Per month and found.
Sec. 7, G. W. Hughes,	Foreman, “	32 50	Per month.
7 Black,.....	Hands, “	12 50	Per month and found.
Sec. 8, W. Green,.....	Foreman, “	32 50	Per month.
6 Black,.....	Hands, “	12 50	Per month and found.
Sec. 9, Pat. Anderson,	Foreman, “	32 50	Per month.
6 Black,.....	Hands, “	12 50	Per month and found.
Sec. 10, Pete Ryan,...	Foreman, “	32 50	Per month.
5 Black,.....	Hands, “	12 50	Per month and found.
Sec. 11, Pat. Hyland,.	Foreman, “	32 50	Per month.
2 Black,.....	Hands, “	12 50	Per month and found.
Sec. 12, T. Swords,...	Foreman, “	32 50	Per month.
6 Black,.....	Hands, “	12 50	Per month and found.
Sec. 13, Jno. Darrah,.	Foreman, “	32 50	Per month.
6 Black,.....	Hands, “	12 50	Per month and found.
Sec. 14, B. Connor,...	Foreman, “	32 50	Per month.
6 Black,.....	Hands, “	12 50	Per month and found.

SUPERINTENDENT'S REPORT.

OFFICE OF SUPER'T C. & S. C. R. R.,
COLUMBIA, S. C., January 1, 1857.

To the President and Directors of the C. & S. C. R. R. Co. :

GENTLEMEN : I have the honor to submit the following Report of the operations in this department of the Road, for the fiscal year just closed :

CONDUCTING TRANSPORTATION.

The passenger service has been performed with regularity and precision, and an entire exemption from accident. It is a fact worthy of notice that since the last annual meeting of the Stockholders, not an accident has occurred to the passenger trains, and not one passenger of the whole number transported, has received an injury.

At Charlotte, our joint passenger house with the North Carolina Railroad is in process of erection and will be completed early in the spring. Its arrangements are admirably adapted to our mutual wants, and will add much to the comfort of passengers, as well as secure greater facility and economy in the transfer of themselves and their baggage. By reference to the receipts from travel, it will be seen that, while the number of passengers has increased only six hundred and forty-five (645) over the preceding year, the income from this source has been increased \$5,440—showing that this increase has arisen mainly from the through travel. It is confidently believed that with a faster schedule and closer connections, we shall get a still larger share of this travel. To provide for this increase, and to foster and encourage it, by offering increased facilities, I would recommend the adoption, at an early day, of a schedule with the North Carolina Railroad, avoiding the detentions existing at present; the building of a passenger shed, at the junction with the South Carolina Railroad, and the purchase of two first-class passenger coaches.

The freight service has been performed with regularity and success. The casualties have been few. The damages have been light and easily repaired. In no case has the machinery sustained any material injury, and only once during the year has an engine, regularly engaged in this service, been thrown from the track.

Every facility has been afforded to relieve the local and way stations of the incoming freights. And at the different agencies the business of the road has been conducted with accuracy and dispatch, and the interests of the company carefully guarded.

The amount for loss and damages, charged in the current expenses, was incurred mainly upon claims accruing previously, but adjusted and settled during the year.

The freight depots and water stations, though generally in good condition, and all adapted to the wants of the service, have required some repairs and enlargements during the year.

At Columbia, it was found necessary to enlarge the cotton platform and erect a shed thirty-five by forty feet, to afford better security and protection to such articles of freight as could not conveniently be stored in the freight depot. At Ridgeway, a house has been built for the station agent, and the old one repaired. The floor and roof of the depot at Winnsboro', have undergone some repairs. At Blackstock's, a new and larger well has been dug; brick foundations laid, and new and more substantial tank frames erected, and tanks of greater capacity put up; thus relieving the company from the expense of keeping up the water station at Cornwell's. The well furnishes an abundance of water and the reservoirs are capacious enough to contain an ample supply for all the engines, and being situated at a central point of the road, provides against the deficiency of an element so important to the successful transit of our trains.

At Chesterville, the well has been deepened and re-curbed. It is designed during the next summer, to widen the embankment between the freight depot and water station, and to extend the turn-out and connect it with the main track near the well. This extension will afford ample room for our business, and greatly facilitate and expedite the operations at this agency. The old tanks at Lewis' Turn-out, have been taken down and others substituted. A new and more substantial tank frame, resting on brick foundation, has been erected at Elliott's pump, and larger pumps provided. The wells are in good condition and furnish an abundance of water for all the wants of the road.

MAINTENANCE OF WAY.

With all the economy it has been possible to exercise, consistent with the pressing wants of the service, the disbursements for operating the road, have been large. But you will observe, that while the expenditures for Maintenance of Way and Cars have increased, the expenses of operating the other departments have been materially diminished. You are aware of the general condition of the road-bed and track at the beginning of the year, and the urgent necessity there was, for immediate and heavy repairs; and, you doubtless anticipated an increased expenditure on that account.

A great amount of labor has been performed, and an extraordinary quantity of material has been used, during the year, for the purpose of repairs, and the expenditures have thereby been considerably increased ; but these repairs have added greatly to the security and permanency of the road-bed and track, and, it is believed, that the increased expenditure, will be fully justified by the results, and will prove to have been a wise and judicious economy.

It is of the first importance to the successful operation of any railroad, that the road-bed and track should be kept in the best possible condition. To accomplish this desirable object, a train, with a competent force has been constantly and actively engaged during the year, ditching the cuts and widening the embankments ; and an organized force of twenty-five hands, has prosecuted the reconstruction and repairs of track, with energy and efficiency. The section forces have also performed an unusual amount of labor, in re-building and re-timbering their respective sections. Under this organization the road has been thoroughly ditched, the embankments widened, the decayed timber re-placed by new, the joints of chunk-rails on the outside of curves secured by wrought iron chairs ; and it is gratifying to announce the road-bed and track, in a safe and sound condition.

In organizing a force for the ensuing year, I shall dispense with the floating gang of twenty-five hands, that have heretofore been employed on renewal of track, feeling assured, that, with vigilance and attention, the road can be kept in its present good condition, by the section forces on repairs.

At the date of the last report, the renewal of stringer track, had reached two miles above Winnsboro'. Since that time nineteen miles of new stringer track have been laid, and three miles of cross-tie track with T rail, between the Catawba river and Rock Hill. In addition to this, a large amount of new track has been built by the section forces, and, between Chesterville and Tool's Fork, three-fourths of the whole distance have been re-timbered. The renewing force was not occupied exclusively in this service, but did heavy repairs, ditched the road and widened the fills between Youngue's and Chesterville, and assisted in re-building the trestle and embankment at Fishing creek, washed away by the freshet on the 10th July.

The iron on hand being exhausted, and that on portions of the track rapidly deteriorating, it became necessary, in order to remedy, as early as possible, the injuries done to the rolling stock by the uneven surface thus produced, to purchase a new supply. In April, a contract was made with John Fraser & Co., Charleston, for eight hundred (800)

tons of T rail, weighing fifty-two (52) pounds per linear yard, to be delivered by the 15th August. The delivery was unavoidably delayed. It was not until about the 15th October that the first shipment was discharged at wharf in Charleston. On the 11th November, Captain Rhodes, with a force of twenty hands, commenced the laying of it, on the south side of the Catawba river, and in immediate connection with the old T iron. On the 20th December, when the frozen state of the road-bed and the severity of the weather caused a suspension of the work, the track had reached a point three miles from the river. This track well sustains the reputation of Captain Rhodes as a track-layer, and will compare favorably with any in the country. The cross-ties are of heart pine, eight feet long, ten by ten inches, placed two and a half feet from centre to centre, and the joints of the rails well secured by heavy wrought-iron chairs. The laying of the remainder of this iron will be resumed in the spring, when the weather and the road-bed will be more favorable for this kind of work, and the force necessary for this purpose, can be spared from the ditching and repairing sections, without augmenting the operating force upon the road. This iron—enough for about seven (7) miles it is designed laying between Rock Hill and Smith's Turnout, and ballasting the road-bed with the hard material from the cuts east of Steel creek. This section of the road passes through a pipe-clay formation; the track is difficult to keep in order, and most needs renewal.

The iron taken from the stringer track, has been partly used in replacing defective bars on other parts of the road, and the remainder with that yet to be taken up, will be sufficient to replace the defective bars for the next eighteen months.

To keep the renewing and repairing forces constantly employed, required the service of an engine and train most of the year, and an extraordinary outlay for cross-ties and stringers. By reference to the disbursements of the Treasurer, you will perceive that about \$35,000 have been expended for this purpose alone.

During the year, the weather-boarding, roofing and repairs on Catawba river bridge, the new cut and track at Sharp's mill, the trestles at Stark's meadow and Smith's branch, have been completed; the culvert at Winnsboro' built and the trestle filled. These trestles were filled by contract with Patrick Flaherty, at thirteen and a half cents per cubic yard for the two first, and fourteen cents for the latter, the company furnishing engine, engine runner and ten platform cars. There yet remains, two hundred and forty (240) feet of trestling at Killian's pond to be filled, and which can be done by the forces on repairs and

ditching. This embraces all the expenditure it will be necessary to make for constructions of this kind. The remaining trestling on the road will not exceed three hundred (300) yards in length, over streams that must be either spanned by bridges, or the trestles kept up. Those at Killian's pond and Rocky creek have undergone heavy repairs, and that over South Fishing Creek entirely renewed. The others are in safe condition, and with the necessary repairs will be good for several years. I would advise the straightening of the road at Tool's Fork, when it becomes necessary to renew the trestle over it. This can be done at a small cost, by the company's own forces, and will avoid a strong reverse curve on the trestle.

In addition to the repairs and improvements made and already mentioned are the following: The cast-iron chairs have been taken from the outside of curves on fifteen miles of track, and wrought iron flanged chairs substituted, giving very great additional security to the joints of rails; culvert near Barhamville enlarged and rebuilt; ends of four culverts rebuilt; seven new platform cars built in the company's shops, and seven of the old Hacker cars completely renovated; three hundred feet of new trestling put up; new turn-outs laid at Hood's pump, Rideway, Winnsboro', and Adgers; twenty-four cast iron gates put upon the switches.

The completion of new cut and track at Sharp's mill, the cost of engine-man, and the repairs of the engine and cars engaged in filling the trestle, the enlargement of platform and the erection of shed at Columbia, and other items, amounting to \$3,500, properly belonging to the construction account, have been charged to expenses, "believing it better to swell the expenses of operating the road, rather than fall into the error of charging to Construction for the purpose of shewing the small per centage of the earnings at which the road can be worked."

MOTIVE POWER AND MACHINE SHOPS.

The Rolling Stock consists of thirteen Locomotive Engines and Tenders; four first class and two second class passenger coaches; three baggage or mail coaches; eighty-nine box cars; fifty platform cars; six stock cars; seventeen repairing and two crank cars.

The engines are all in good running order, and many of them have undergone thorough repairs during the year. The severity of last winter, the large amount of freight transported, and the imperfections of the road-bed and track, operated very seriously against the rolling stock, and threw an unusually large amount of work upon the shops. The promptness with which this has been done, and the reduced expenses

in operating this department, evince the skill and efficiency of the master machinist. The accompanying tabular statement, prepared by him, exhibits in detail the performance of each engine during the year, and the cost of repairs.

Many of the freight cars from long usage, the natural wear and decay of the timber, require heavy repairs. Seven of them have been completely overhauled. The cost of these, together with the building of seven new platform cars, and the repairs upon those engaged in filling the trestles, have added very materially to the expenditure for maintenance of cars. With the facilities afforded by the machinery which has been added to the shops during the year, it will be the policy of the Company in future to build its own freight and baggage cars. The freight cars can be built of better material and at a saving of \$125, per car, on the prices heretofore paid.

The equipment of engines and freight cars is amply sufficient to do all the business of the road.

With the reduction of the number of operatives, the present condition of the motive power and track, and with an ordinary amount of casualties, I feel assured that, the expenses of operating the road for the next year can be very materially diminished, and the present value of the property of the company sustained.

I am indebted to the subordinate officers and employees upon the road for the promptness and fidelity with which they have discharged their duties, and for the vigilance with which they have guarded the interests of the company.

Respectfully submitted,

T. J. SUMNER,

Engineer and Superintendent.

Names.	Class.	Builders.	Weight in Tons.	Height of Wheels.	Original Cost.	Value, Dec. 31, 1856.	Commencement of Service.	No. miles ran in 1856.	Cost of Repairs.	Gallons Oil.	Pounds Tallow.	Pounds Waste.	Cost of Oil, Tallow and Waste.	Cost of Repairs, and Oil, Tallow and Waste.	Cost per mile ran.
*Richland,	P.	Rogers, K. & G.	15½	4 whl. 5 ft. con.	6,986 30	5,636 00	Nov. 21, 1849	19,810	549 78	105	328	348	180 00	729 78 36	
†Fairfield,	F.	"	16½	" 4 "	7,272 26	6,322 00	Nov. 22, 1850.	8,080	550 04	65	229	232	115 67	665 71	
†Chester,	P.	"	15½	" 5 "	6,750 90	5,750 00	Jan. 4, 1851.	18,040	950 11	96	312	328	166 39	1,616 50 6.1	
York,	F.	"	16½	" 4 "	7,230 00	6,300 00	Feb. 9, 1851.	9,690	259 96	76	268	273	135 38	395 34 4.1	
Palmetto,	F.	"	20½	" 4 "	8,034 19	7,334 00	April 4, 1852.	11,530	511 16	100	304	304	168 74	679 90 4.6	
Catawba,	F.	"	20½	" 4 "	8,071 19	7,560 00	April 22, 1852.	13,910	480 49	105½	276	276	169 75	650 24 4.6	
2 Mecklenburg,	F.	W. Swinburn.	19½	" 4 "	7,766 26	7,000 00	April 14, 1852.	4,800	1,435 19	58	203	223	104 00	1,539 19 4.6	
†Cabarrus,	P.	"	15½	" 5 "	7,779 19	7,079 00	May 26, 1852.	6,820	737 82	36	122	122	63 07	800 89	
B. F. Taylor,	P.	Rogers, K. & G.	15½	" 5 "	7,889 14	7,389 00	Aug. 4, 1853.	22,690	415 96	114	412	412	204 47	620 43 2.7	
F. H. Elmore,	F.	"	17½	" 4 "	7,844 38	7,440 00	Aug. 20, 1853.	10,940	411 75	72	267	267	130 14	541 89 4.9	
Jas. Gadsden,	F.	"	17½	" 4 "	8,257 09	7,850 00	Sept. 19, 1853.	13,580	477 54	77½	265	271	136 57	619 11 4.5	
†T. S. Garnet,	F.	"	17½	" 4 "	8,257 09	7,900 00	Oct. 3, 1853.	11,760	683 31	71	246	246	125 38	808 69 6.8	
Wm. Harper,	F.	F. M. W. Baldwin.	21½	" 4½ "	8,844 25	8,800 00	Oct. 1, 1855.	15,840	168 54	102½	291	291	169 14	337 68 2.1	
					101,092	24,92,360 00		165,690	7,631 63	1,078½	3,523	3,593	1,868 70	9,500 35	

* Repaired.

† Repaired. Reserved passenger Engine.

‡ Employed filling trestles.

§ Hauling lumber and material for Road.

† Repaired.

‡ Repaired. Shifting Engine.

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1857

Charlotte and South Carolina Railroad
Company

Proceedings of the stockholders at their
annual meeting

